

## 01–220 Installation and centering of intermediate flange

### Data

Vertical runout of intermediate flange	max. 0.10
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### Tightening torques

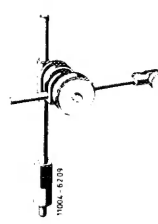
Nm

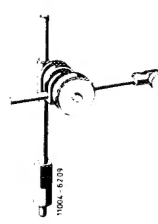
Fastening screws for intermediate flange	50
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Necked-down screw for driven plate and flywheel	initial torque	40
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	angle of rotation torque	90–100°
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### Special tools

Dial gauge holder (2 each required)		363 589 02 21 00
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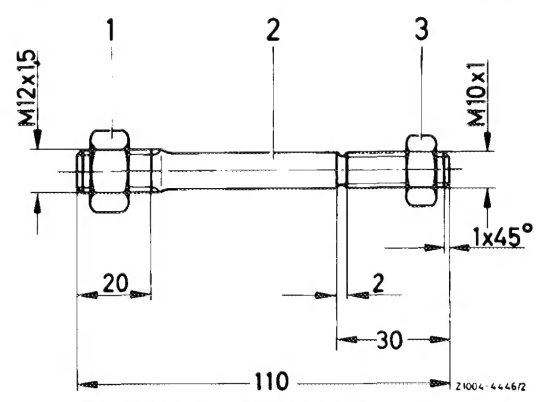


Socket 27 mm, 1/2" square for rotating engine		001 589 65 09 00
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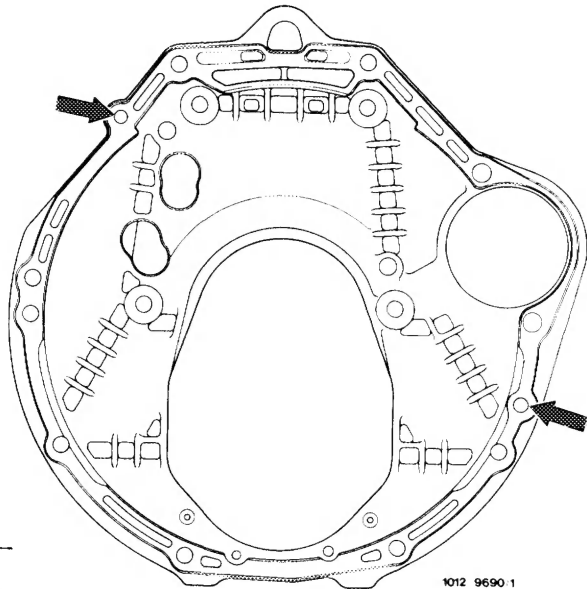
### Self-made tool

Threaded bolt	
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The intermediate flange is provided with two additional bores for centering the fitted pins of automatic transmission 722.303 (W 4 A 040).

This intermediate flange is also installed on engines with automatic transmission 722.120 (W 4 B 025).  
Part no. 615 011 02 45.

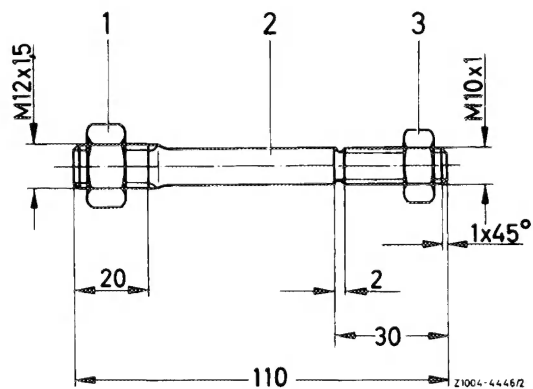


Start of series: February 1980

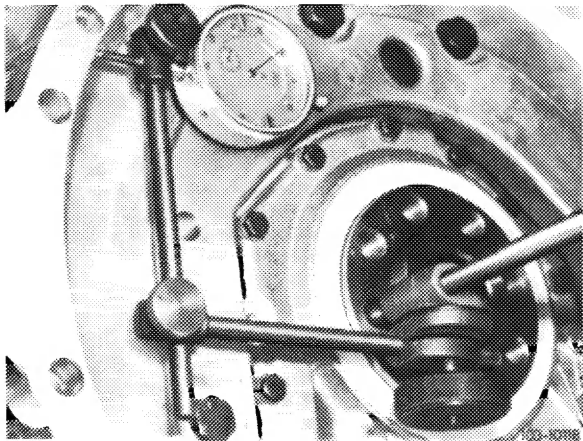
Model	Engine	Engine end no.	Chassis end no.
116.120	617.950	022432	022082
123	617.952	start of series	
126.120	617.951	start of series	

Installation and centering

- 1 Insert intermediate flange into fitted pins on cylinder crankcase.
- 2 Slightly tighten the four fastening screws.
- 3 Screw threaded bolt (self-made) into crankshaft and counterlock with hex. nut.



- 4 Attach dial gauge holder with dial gauge to threaded bolt.
- 5 Position feeler pin against OD of round center.

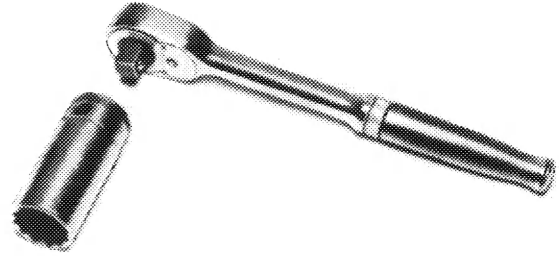


Shown on engine 116

6 Turn crankshaft with tool combination and measure vertical runout. Vertical runout should not exceed max. 0.10 mm.

**Note:** When turning crankshaft, make sure that feeler pin of dial gauge is not getting stuck.

7 Correct vertical runout by means of light blows against intermediate flange.



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8 Tighten fastening screws.

**Note:** If the vertical runout exceeds 0.10 mm, remove intermediate flange.

9 Drill both fitted bores in intermediate flange to 12.1 mm.

10 Repeat item 1–8.